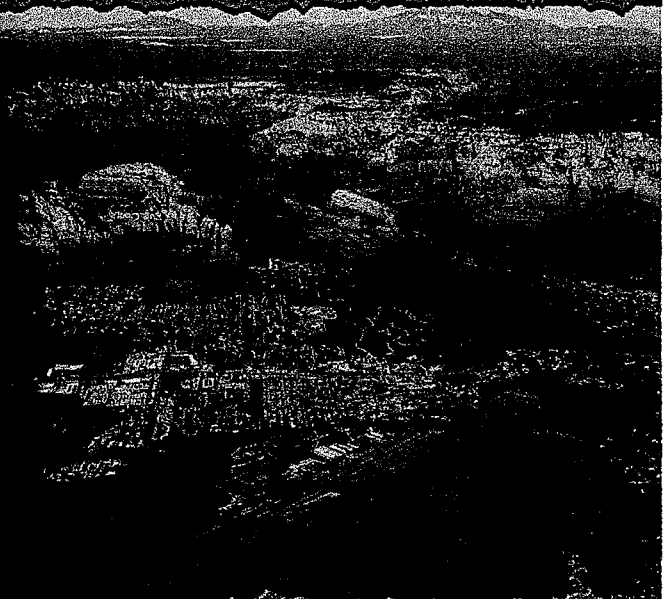


SEDONA AIRPORT



MASTER PLAN
(1997-2017)

INTRODUCTION

Chapter 1

INTRODUCTION

1.1 BACKGROUND

The Sedona Airport Administration and Yavapai County approved a study program specifying that an Airport Master Plan Update for Sedona be developed for a 20-year period. The program was funded in part by the Arizona Department of Transportation Aeronautics Division (ADOT). In May 1998, a Planning Advisory Committee was formed to establish goals and provide direction for the study. The committee also reviewed comments from the surrounding community concerning the future role and impact of Sedona Airport.

The purpose of this updated Master Plan is to provide guidance for the continued development of Sedona Airport for the 20-year period of 1997-2017. The Master Plan Update recommends improvements for the short-range (1997-2002), mid-range (2003-2007), and long-range (2008-2017) time periods.

Information, findings, and recommendations contained in the following sections represent an update of the previous master plan completed in 1992. A companion set of updated Airport Layout Plan (ALP) drawings is also included.

1.2 PROJECT ISSUES AND GOALS

Careful preparation of goals is essential to the success of the master plan process. The goals and objectives selected for this study are designed to meet community guidelines, address relevant public concerns, and consider the different interests and factors that exist at the airport.

While the FAA and ADOT provide guidance regarding the general approach and format, the success of the study depends largely on the goals and objectives established for the airport as well as the identification of key airport issues that need to be addressed. Early identification of airport issues facilitated the concept of the Master Plan Study's approach. Key preliminary airport issues of greatest concern were identified for discussion and included the following:

- Noise
- Hangar/Tiedown Demand
- Pavement Conditions/ Maintenance Program
- FAA Design Standards for upgrade to Airport Reference Code B-II
- Aircraft Fueling
- Funding
- Rates & Charges

The following list of study goals was compiled as a result of pre-project research and the initial Planning Advisory Committee (PAC) workshop. These represented an initial set of desired conditions to be achieved in the study. They were used throughout the study to guide the work effort.

- To promote the safe, efficient, and orderly development of aviation facilities at the airport.
- To develop aviation demand forecasts that are responsive to expected socioeconomic factors and demand levels in the Sedona area.
- To ensure airport compatibility with local land use patterns and plans.
- To produce a plan for airport development that meets the needs and desires of the Sedona area.
- To project the financial, self-sufficiency of the airport.

1.3 ORGANIZATION OF REPORT

The Master Plan is divided into eight (8) basic elements, including the introduction.

SECTION 1. Introduction

Background, Project Goals, Organization of Report, History and Service Area. The history and background descriptions of the airport along with the community it serves are presented.

SECTION 2. Airport Inventory

Airport Environment. The airport's current physical facilities and surrounding environs are summarized to establish baseline conditions for the study.

SECTION 3. Demographic and Aviation Activity Forecasts

Regional Socioeconomic Characteristics. The community's economic base, employment and population are presented.

Regional and Local Aviation Activity. Trends and projections of airport activity for 5, 10, and 20 years into the future.

SECTION 4. Airport Facility Requirements

Airside and Landside Needs. Sedona Airport's airside and landside needs through 2017 are defined.

SECTION 5. Airport Facility Alternatives

Future Airport Development. Identification and evaluation of future airport development alternatives are accomplished.

SECTION 6. Airport Plans

Airport Layout Plans. A graphic description of current and future airport facilities and physical layout are presented.

SECTION 7. Environmental Evaluation

Potential Environmental Impacts. Evaluation of potential environmental impacts associated with proposed development is conducted.

SECTION 8. Financial and Development Implementation Plans

Financial and Capital Improvement Plans. A financial plan associated with the development projects for the 20-year period is provided.

1.4 HISTORY AND SERVICE AREA

1.4.1 Airport Setting

The airport lies in an area bounded by the City of Sedona, the unincorporated village of Oak Creek and the U.S. Wilderness Area (consisting of State and Federal Forest). Sedona Airport is located atop Table Top Mountain overlooking the community of Sedona. The airport is conveniently located for the residents of the Sedona and Oak Creek areas, as well as several other nearby communities. Access is provided via SR Highway 89A, the main highway serving the Sedona-Oak Creek Area. The location of the Sedona Airport within the area is illustrated on the *Vicinity Map*, Exhibit 1-1.

The City of Sedona is located approximately 114 miles North of Phoenix via Interstate 17 in the "Red Rock Country" of North-Central Arizona. The community was established in 1902 and incorporated in 1988. Sedona and Oak Creek Canyon, which originates about 16 miles North of Sedona, offers extensive tourism, recreational and outdoor activities. These recreation activities are popular all year long. Many Phoenix and Tucson area residents maintain summer homes nearby, which account for a significant portion of the peak summer activity. Winter tourist activity has been increasing steadily with the development and expansion of several major resorts.

1.4.2 History of the Sedona Airport

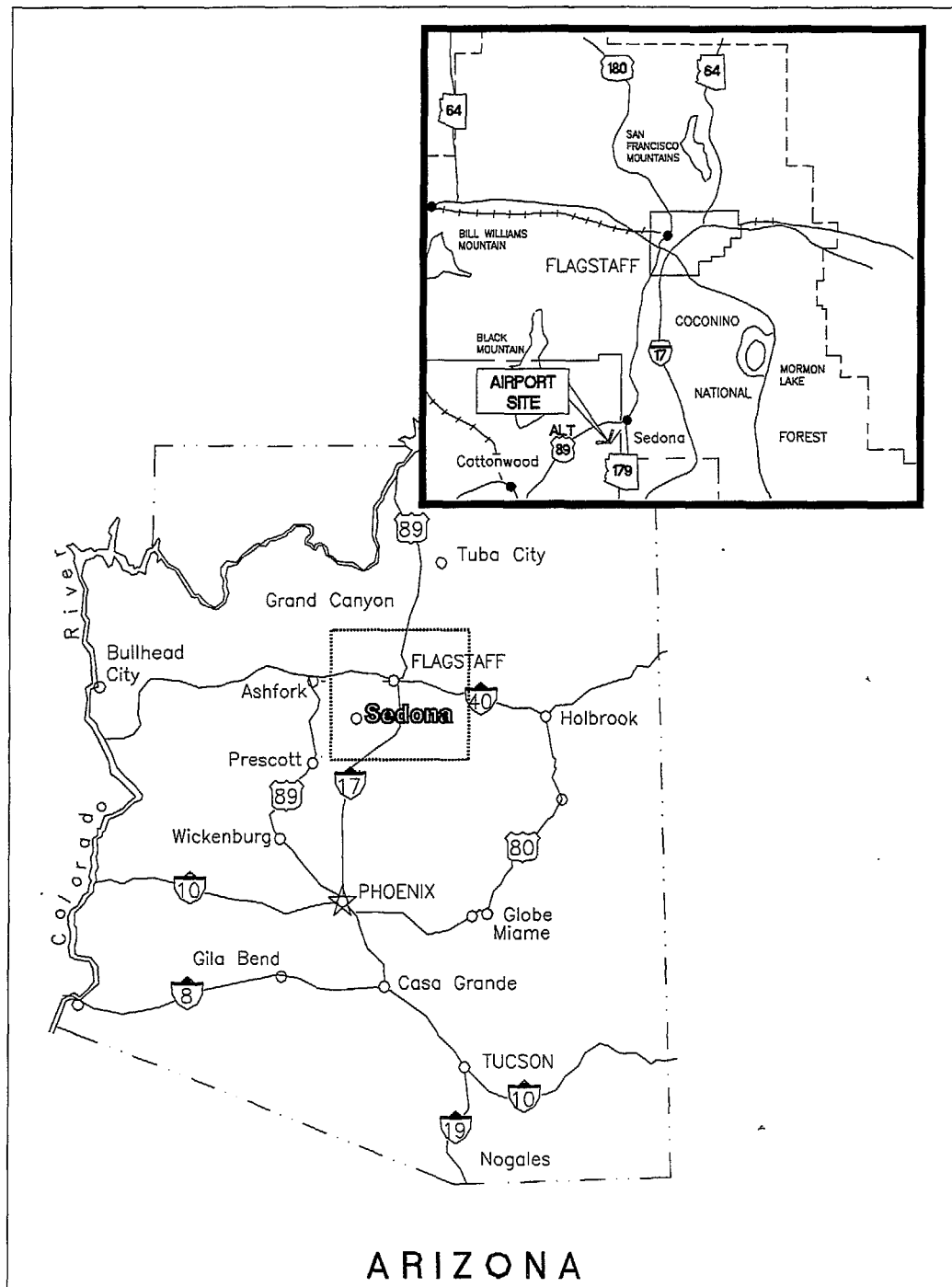
Based on the need of local businesspersons, Joe Mosher and Ray Steele, the development of Sedona Airport was underway in the 1950s. At the time, the City of Sedona was not incorporated. Federal and State sponsorship of such an endeavor was not legally possible. As a result, Yavapai County sponsored the ultimate construction of the airport.

The initial land was acquired in October of 1956 from the U.S. Forest Service, under a Section 16 land grant through the Federal Aviation Administration (FAA). Runway and aircraft parking construction broke ground in 1957 with a Federal Aviation Administration grant of \$13,420. In the 70's, the local communities recognized their role in the authority of the airport. The Sedona Airport Administration was formed in 1970. The sponsor, Yavapai County, gave the responsibility to the Administration for overseeing the development of the Sedona Airport in 1971.

As the airport's activity grew, additional facilities were eventually needed. The first Airport Master Plan was prepared in 1983 to help visualize the potential needs of the Sedona Airport in the future. The construction of the terminal building occurred in 1991, along with improvements to the access road and construction of the water storage tank and fire protection facility. An update of the original Master Plan was initiated in 1991 and completed in May of 1992.

VICINITY MAP

Exhibit 1-1



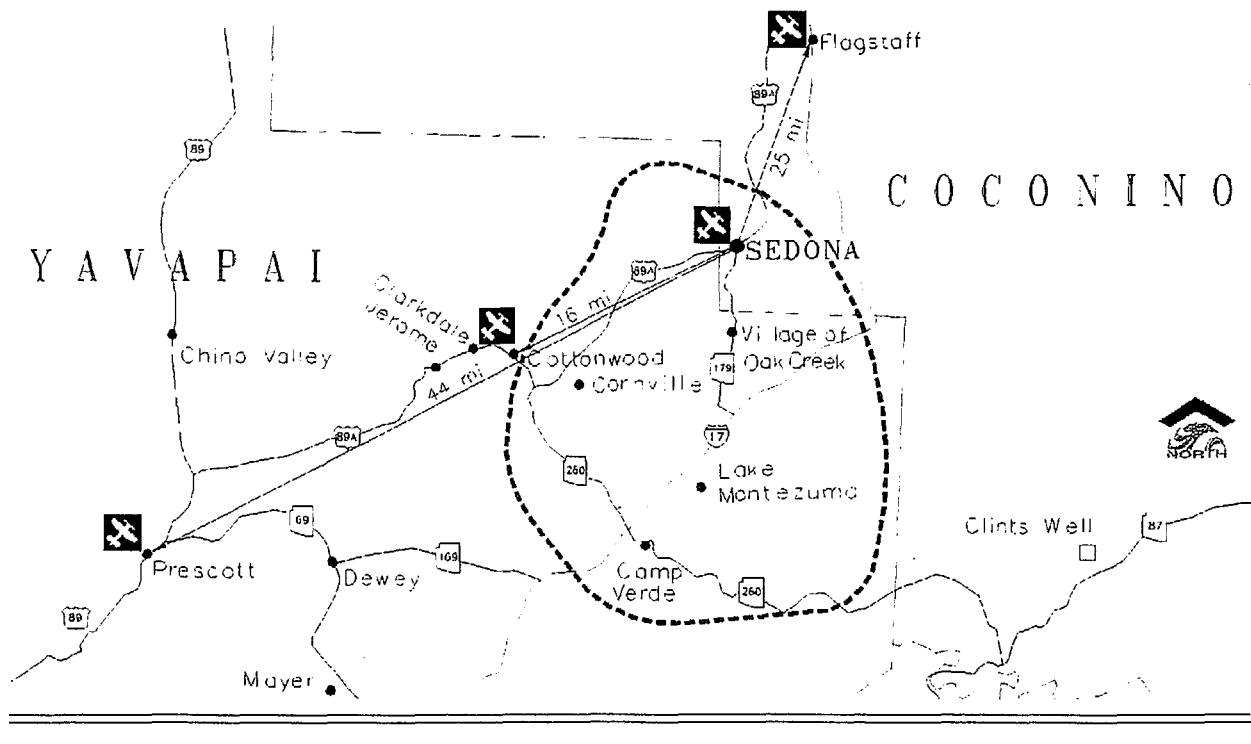
1.4.3 Airport Service Area

The scope of the Master Plan limits data collection to a physical area designated as the Airport Service Area. From all points within the Service Area, Sedona Airport is assumed to be the facility most often used for air travel. A map of the *Sedona General Aviation Service Area* is shown in Exhibit 1-2.

The General Aviation Service Area boundaries have been defined with respect to time and convenience involved to reach another aviation facility near Sedona Airport. Factors considered in determining time and convenience included input from PAC members, mileage, prevailing highway speeds, traffic flow and attractions in the area. Furthermore, according to the National Plan of Integrated Airport Systems (NPIAS), a general aviation service area is defined as an area that provides "reasonable access" to general aviation facilities within 30 minutes *surface travel time* (also commonly called door-to-door travel time).

AIRPORT SERVICE AREA

Exhibit 1-2



The Sedona Airport service area extends beyond the boundary of the City of Sedona, which also extends into parts of both Yavapai and Coconino Counties. Service areas of other airports in the region may overlap, due to the availability of services at these airports. Therefore, it is important to note that the population base identified in Chapter Two is not necessarily tied only to Sedona. Further, there is a seasonal population in Sedona beyond the permanent area population served by the Sedona Airport.